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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY USSR
SUBJECT Security Measures/Shipping/Port Facilities/
Miscellaneous Observations

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SOURCE Two crew members of an Italian merchant ship, which visited Novorossisk
14 - 21 Nov 53 to take on 10,053 tons of wheat for a UK port.

The Office of Naval Intelligence, 5ND, in Report No. 26-C-54, furnished the
following information to CIA for IAC dissemination in accordance with para-
graph 3c of NSCID #7.

Pilotage and Security Precautions

1. When 12 miles, 225° T, from Doob Pt., we requested a pilot who boarded the ship
alone about two miles, 225° T, from Doob Pt. and took it to the Foreign Vessel
Anchorage, where a woman doctor boarded it and performed the required medical
examination. After we tied up at our pier, a group of 5 or 6 police women, 10
policemen, and 3 officers, all in blue uniforms, boarded the ship and conducted
a thorough, six-hour search, during which time the crew was required to remain
in the mess room. One seaman had to accompany the party searching the deck
areas, and another, the party searching the engine room spaces. A five-hour
search was conducted after the completion of loading and prior to departure.
The only items seized during the security search were cameras, film, and re-
volvers. Radios, binoculars, and sextants were not touched. While the ship
was being worked, some guards noticed that several sailors were fishing over
the side of the ship, whereupon they immediately came aboard, warned the sailors,
and broke lines and rods.

Ships Observed

2. Our ship was docked at the southwest side of Pier 3 [H.O. #4217 Novorossisk Bay
and Harbor], from which position one could see one Panamanian ship loading oil,
one Norwegian ship loading grain, one 8,000-ton Greek ship loading grain, a
Finnish ship, and a 6,000-ton UK vessel at the coaling pier. We did not, how-
ever, observe names or details of any of them. On the northeastern side of
Pier 3, a Soviet passenger ship painted white was tied up for one day. Ten or
12 small fishing vessels were anchored in the area between the Coasting Mole
and the Western Mole. One small naval patrol craft was tied up alongside the
demolished Pier 4, and a naval tug was tied up off the bow of our ship between
Pier 3 and Pier 4. Many small naval craft were observed in the Tsames [sic] river
Condenser Basin [B.A. 162 rev. 1952 Novorossisk Bay].

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Port Facilities

3. At Pier 3 our ship took on its load of grain in one day, five hours and 40 minutes, for which operation four cranes were used simultaneously. Silos on shore used to store grain were of very old construction, a date on the building reading 1899. Workers who were employed in hand trimming the ship were efficient and in the 20 to 25-year-old age group, and a number were women. We saw one floating crane, a buoy-lifting, short-arm type of about 20 tons' capacity, which was used in lifting aboard our ship an anchor and chain of about four tons which had been abandoned in the harbor by another Italian merchant vessel. The radio beacon at Doob Pt. was very effective. At the foot of Pier 3 was a small store which supplied ship's provisions, but we did not purchase any.
4. The draft of our ship on entering the harbor was 13 feet maximum, and on leaving - 29 feet maximum. We noted one green light on the southwest tip of Pier 3 (on the opposite corner of the pier to that indicated on B.A. chart No. 162). Close to this light was a searchlight, and at the end of the pier on the northeast side was a storm signal tower. This tower was located on top of the transit shed, which was of new cement construction with a red colored corrugated iron roof. Under the grain hoppers supplying the ship were stowed on the open dock many rolls of black roofing paper, quantities of battening timber, and large numbers of wood barrels each containing about 300 liters of wine.

Miscellaneous

5. We observed very few street lights. Homes for officials were said to be located about two blocks northeast of the place designated St. Nikolai Ch. on H.O. chart 4217. The agents who spoke English well had an office at the foot of the Petro Pier [H.O. 4217]. The Harbor Master requested the ship's B.A. chart of Novorossisk, which request, however, was not granted.

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